

THE CHINA MAIL.

[No. 6812.—MAY 28, 1885.]

For Sale.

MacEWEN, FRICKEL & CO.
HAVE MOVED INTO THEIR NEW PREMISES
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
AND ARE SELLING
STORES and other RETAIL ARTICLES
at the lowest possible prices
FOR CASH,

and giving the benefits of the Co-operative Store system to the Public without the necessity of Membership. Detailed Prices will be furnished on application.

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**CHOOSE & BLACKWELL'S
OILMAN'S STORES.**
JOHN MOIR & SONS, LIMITED,
OILMAN'S STORES.
J. T. MORTON'S
OILMAN'S STORES.
MACONACHIE BROTHERS'
Lowestof
OILMAN'S STORES
AMERICAN
OILMAN'S STORES.

WINES, &c.

CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
12s. GRAVES,
BREAKFAST CLARET, "

**SACCO'S MANZANILLA & AMON.
TILLADO.**

**CHATEAU OLD INVALID PORT
(1848).**

HUNT'S PORT.
1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.
FENSTEOLD BOURBON WHISKY.

KINAHAN'S OLD WHISKY.

ROYAL GLENDEFENDER WHISKY.

BOOD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOELLY PRAT & CO'S VERMOUTH.

JAMESON'S IRISH WHISKY.

MARSALA.

EASTERN AMERICAN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

AC., &c., &c.

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogsheads.

TO LET, FROM 1st MAY.

SHOPS and GODOWNS, and STORES, at No. 55 Queen's Road East, (opposite the Temperance Hall), also BEDROOMS, SERVANTS and KITCHEN ACCOMMODATION.

Apply to

MacEWEN, FRICKEL & CO.

Hongkong, April 4, 1885.

572

INSURANCES.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, —TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods, stored therein, or Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

100

NOTICE.

QUEEN FIRE-INSURANCE COMPANY.

PAN.

THE Undersigned are prepared to accept RISKS on First Class Godowns at 5 per cent. net premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1881.

938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, 4. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872.

496

FREDERIC ALGAR,

**COLONIAL NEWSPAPER & COMMIS-
SION AGENT,**
11, Clement's Lane, Lombard Street,
LONDON.

**THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Papers, Correspondents, Letters, and any
European Goods on London terms.**

NOTICE TO SHIPPERS.

**Colonial Newspapers received at the office are regularly filed for the inspection of
Advertisers and the Public.**

Notices to Consignees.

**FROM HAMBURG, PENANG AND
SINGAPORE.**

**THE S.S. "Fleeta," Captain F. NICHOL,
having arrived from the above Ports,
and their Goods are hereby informed
that their Goods are being landed
and stored at their risk into the Godowns
of the Underwriters, whence and/or from the
Wharves or Boats delivery may be obtained.
Optional Cargos will be forwarded unless
notice to the contrary be given before
Noon to-day, the 25th Instant.**

**Cargo remaining undelivered after the
1st Instant will be subject to rent.**

**No Claims will be admitted after the
Goods have left the Godowns.**

No Fire Insurance has been effected.

**Bills of Lading will be countersigned by
SIEMMSEN & CO., Agents.**

Hongkong, May 23, 1885.

836

To-day's Advertisements.

NOTICE.
OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

Shanghai, 18th May, 1885.
FIFTEENTH AND FINAL RETURN OF
CAPITAL AND ACCUMULATIONS
AT THE RATE OF ONE TAEEL (T.L.) per
SHILLING. To be made to Shareholders of
Record. Payment at the Office of the Liquidation
Committee, 18th May, 1885.

SHILLING. To be made to Shareholders of
Record, on MONDAY, the 1st June next.

WARRANTS will then be delivered by the
Underwriters to Shareholders or their
lawful representatives on presentation and
surrender of Share Certificates.

The Transfer BOOKS of the Company
are now CLOSED:

By Order,

**RUSSELL & CO.,
Liquidators.**

837

SHIPPING.

ARRIVALS.

May 27, 1885.—
WILNA, American ship, 1,409, S. Simmonds,
Cardiff December 22, Coal.—ORDER.

May 28.—

KERQUEL, French corvette, 1,200, Com-
mander Fourrier, Keeling May 25.

ASTON, German steamer, from Macao.

ALICE, British steamer, 1,491, W. N. Russel & Co.,
Elles, Newcastle (N.S.W.), May 10, Coal.

MONKSH, British steamer, 850, P. H. Russel & Co.,
London, May 22, General.—YUEN
FA HONG.

AMIGO, German steamer, 771, F. Thiesen,
Kielholz May 21, Coal.—WINTER & CO.

MANOON, British steamer, 2,201, P. J. Holma, Sydney May 7, Townsville 1, Coochay 13, Thursday Island 15, and Port Darwin 15, General.—RUSSEL & CO.

FLYING FISH, British sloop, 940, Captain
John P. Maclear, Nagasaki May 20.

BONDIETTA, British steamer, 1,338, W. H. Ling, Sing-pur May 22, General.—GIBSON,
LIVINGSTON & CO.

NINGPO, Chinese steamer, 862, Gov. D. Pitman, Foochow May 24, Amoy 26, and
SWATOW 27, General.—DOUGLAS STEAMSHIP
CO.

SIGNE, German steamer, 335, C. A. Henn-
dowitz, British steamer, 6,471, boxes Tea and
Silk, I case Siles, 6,471 boxes Tea and
Siles, 1 case Sundries. To Contingent, 208 boxes
Siles, 15 cases Siles 15 cases Siles,
715 boxes Waste Siles 15 cases Siles,
715 pkgs. Tea and 510 pkgs. Sundries.

DEPARTURES.

May 28.—

SUEZ, for Saidon.

PEKING, for Whampoa.

AMIGO, for Europe.

PEARL, for Amoy.

CHI YUN, for Singapore.

THE AMERICAN STEAMSHIP
YOUNG-LEE.

CAPTAIN LINCOLN, will be
despatched for the above Ports on SATURDAY, the 30th
Instant, at Noon.

For Freight or Passage, apply to
SIEMMSEN & CO., Agents.

Hongkong, May 28, 1885.

876

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW
(SHARP PEAK).

THE CO. STEAMSHIP
"NARROW."

CAPTAIN PITMAN, will be
despatched for the above Ports on SUNDAY, the 31st Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, May 28, 1885.

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Hongkong, May 28, 1885.

876

FOR SAN FRANCISCO VIJA SWATOW.

(Taking Corps & Passengers at through rates
for NINGPO, CHEFOU, TIEN-FIN, SINGHWA,
NEWCHWANG, HANWU and
Parts on the YANCTSZE.)

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Hongkong, May 28, 1885.

747

FOR SAN FRANCISCO.

THE 3/3 L.L. AMERICAN
"WILLARD MIDGET."

CAPTAIN J. B. STAPLES, Master, will load
here for the above Ports, and will have quick despatch.

For Freight, apply to
MELCHERS & CO.

THE CHINA MAIL

No. 6812.—MAY 28, 1885.]

A London telegram, copied from an Australian paper, throws altogether a different and disappointing light on the return of General Lumaden, the English Afghan Boundary Commissioner. Hitherto we have been under the impression that he had been summoned to England, in order to advise the British Government not only as to the state of affairs with regard to the boundary, but also to convey to them full and true details of the fight at Panjdeh; and we were also under the impression that his views were in full accord with those of his Government. These impressions must now be rudely dispelled. Says the telegram:—“London, May 7.—General Sir P. Gladstone has tendered his resignation as British Commissioner, being dissatisfied with the action of the Government in connexion with the Panjdeh collision. Of the correctness of this telegram there can be little doubt. Mr Gladstone, in his statement to the House of Commons on the subject, was careful apparently not to picture facts as they were. He is reported to have said ‘that since the decision to negotiate in London for the delimitation of the Afghan frontier had produced a change in what is required of the Boundary Commission officers on the spot, in conformity with General Lumaden’s own views, he (Sir Peter) would return home forthwith.’ It is extremely unfortunate that at the present moment there should be a difference between the Government and the only officer who is capable of giving them reliable information on a subject of which they cannot but be very indifferently informed.

We regret to have to announce the death of Baron do Cercal, which occurred at Macao yesterday morning at 10 o’clock. Baron do Cercal had been in ill health for several months, and for a fortnight before his death had been suffering severely from dropsy, the disease from which he died. The funeral was arranged to take place this afternoon at 6 o’clock.

The late Baron was highly respected, not only amongst his countrymen at Macao but also in this colony. He had for many years held the posts of Consul for Italy, Belgian and Brazil, and vice-consul for France. Born at Macao, and educated at Lisbon and London, he returned to the colony while still a young man, and has been identified with its history ever since. Besides the offices of consul for the countries named, the Baron held the rank of Colonel Commanding the National Battalion at Macao, and was the sole remaining partner in the firm of A. A. de Melo & Co., merchants, and agents for the Hongkong, Canton and Macao Steamboat Company. Amongst his intimate acquaintances the late Baron was a great favourite, his genial nature gaining him many friends, and in his official dealings he was always courteous and obliging.

Baron do Cercal, who was forty-eight years of age, leaves a widow and three children. The eldest daughter was married last year to an officer of the Portuguese navy and has accompanied her husband to Lisbon; the other two children, a boy and a girl, are at present living in this colony with their mother. In addition to the members of the family mentioned the Baron had three other children, two girls and a boy, who are now dead. Viscount do Cercal, the late Baron’s father, died a few years ago, but the Viscountess, his mother, is still alive, expiring with the deceased Baron.

The Australian Colonies seem determined not to let the grass grow beneath their feet in preparing their defences. Everywhere there is the utmost enthusiasm shown both by the Government and the governed, more especially in New South Wales, where the spirit of loyalty is unmistakably highest. N. S. Wales proposes to make some sensible alterations in the type of armament erected on the forts protecting Sydney. Obsolete muzzle-loaders with a range of about 4,000 yards, they propose to supplement with breech-loading guns of recent invention, having a range of about 8,000 yards. Thirty-four Nordenfeldt guns have been cabled to England, 36 torpedo mines have been loaded and prepared for laying, while 25 more are being prepared for laying, and matters are so far advanced that in 48 hours two lines of loaded torpedoes can be laid down. A supply of boats suitable for fitting with apparatus for discharging spar torpedoes are also being obtained, and 6,000 additional rifles, with the necessary ammunition, was expected to arrive in Sydney in the early part of this month. In Victoria the military spirit also runs very high, and, if ever it does come to the push, there will be no lack of men to defend the homes of the colonists. One of the most gratifying circumstances connected with this volunteer movement is the fact that the German community of Melbourne have exhibited an eager desire to render assistance to the British authorities and be enrolled as a special corps. On the 27th ult., a deputation representing a committee appointed at a meeting of the German military colonists of Melbourne, waited on the Premier and Minister of Defence of Victoria, and stated that fully 500 Germans were ready to volunteer, but as the swearing-in under the Discipline Act presupposed naturalisation, the cost of the necessary papers would debar many of them. In many cases the 12 years’ liability to serve in the German army, if required, had not

expired. The Premier explained that the Germans joining the Defence Force would get naturalisation papers free, but the difficulty the Government had to face was the want of small arms. Out of the 10,000 ordered only a few were expected to arrive shortly. The Government promised to consider the offer in all its bearings. The idea of the deputation was to form first a battalion of men who had been active service, and then a battalion of men who had gone through a certain amount of drill. Such a force would be of incalculable value in defensive operations. Another item indicating the unanimity of sentiment which prevails in Victoria is found in the fact that out of the whole Police Force, numbering 1185 men, 850 have volunteered to join the Militia. A Mounted Guerrilla Corps, the members of which provide their own horses and require no pay, have offered their services to the Government, on condition that the latter supply arms, ammunition, uniform and rations. Everywhere similar offers are made, and recruits are abundant. Should it ever happen that the Russians have the temerity to visit the Australian colonies with hostile motives they will find not only brave foes but they will meet a united, well-trained and well-organised defence.

CAPTAIN BUX, master, Mr. McTee, second officer, and a boy named Smith, of the barque *Bethel Cooke*, the loss of which has been recently reported, arrived in Sydney on the 24th ultimo by the steamer *Barrowdale*. The party sailed in an open boat from the reef on which the vessel struck, a distance of 1750 miles, to the Pelly Islands, whence they were taken on to Cape Bay by the German gunboat *Hysen*, on board which they were treated with every kindness.

MASACRE IN NORTH BORNEO.

We have been favoured with the arrival of a letter from an official in the employ of the North Borneo Government, well known in this Colony. The letter was received to-day, and describes an event which will

be generally deplored. It says:—

SANDAKAN, May 15.

We have just received news of the massacre of one of our European officials, the Jamindar of our troops, the Sergeant-Major and four or five men, and of the severe wounding of our Captain Commandant and one other European official whilst in the service of the North Borneo officials, as happened before, we are sending a steam launch to Lubau to try and catch the mail for Singapore, and I take the opportunity of writing, so that you may know I am all safe.

It appears that whilst the expedition, consisting of 5 European officers and 70 men, was proceeding up country, on the 12th instant, the Commandant called a halt, during which nine natives walked into the camp. On being questioned where they were going, they replied that they wanted to follow our troops. This would seem, however, to have been a ruse, for no sooner had they seen one of the forces of their guard than he was sent into six months’ hard labour; and I take the opportunity of writing, so that you may know I am all safe.

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Leung Ah, unemployed, admitted a charge of stealing 50 cents’ worth of brass from the Hung-ham Dock on the 27th inst., and was sent to prison for three weeks.

It appears from the report of the Chief Officer that the *Hecla* on her way from Singapore, when about midway, had the misfortune to break her propeller shaft and lose her propeller, after which accident she was allowed to drift to shallow water and then anchored, to wait for assistance. The Chief Officer was despatched to report the affair, and obtain assistance as soon as possible.

AN AMERICAN SHIP ON FIRE.

It is reported to-day in town that a large American ship from New York, having on board a cargo of 35,000 cases of kerosene for this port, presently lying at the bar to be lightened, has taken fire and is burning furiously.

Police Intelligence.

(Before E. Mackay, Esq.)

THURSDAY, May 28.

—LAWBRY FROM THE NOCCE.

Wong Akwai, a coolie, was convicted of stealing two sheets of copper, of the value of \$14, from the Kowloon Dock on the 27th inst. Six previous convictions were proved against the prisoner and he was sentenced to six months’ hard labour; and I take the opportunity of writing, so that you may know I am all safe.

Leung Ah, unemployed, admitted a charge of stealing 50 cents’ worth of brass from the Hung-ham Dock on the 27th inst., and was sent to prison for three weeks.

(Before H. E. Wedderburn, Esq.)

—ALLEGED TIRAM.

Teo Achu, master of the stone junk *Wing On*, and another, appeared on remand, charged with others not in custody, with attacking the *Kwai Ki* junk and stealing therefrom opium and clothing to the value of \$3,425, on the high seas, on the 20th inst.

Mr Dennis appeared for the first defendant. After some evidence had been given by one of the members of the crew of the *Kwai Ki* junk, the case was further remanded till Saturday next.

THE FIGHTING ON THE Isthmus of PANAMA.

Telegrams in American papers to hand on 26th, give full account of the disturbances in the Isthmus of Panama. The story of the burning of Aspinwall, or Colon, has already been told, but one or two particulars regarding the leader of the insurgents, Preston, who reduced the town to ashes, and his supporters have not yet appeared in our columns and may not be given here. Preston is described as a renegade lawyer, half negro and half Spaniard. His followers are said to have been mostly Jamaica negroes, eager for plunder, and, in fact, nothing but an armed mob. Taking advantage of the absence of the Prefect of Colon, who, with all the troops under his command, had gone to resist the advance of the insurgent General who was attacking Panama, Preston, on the 20th March, levied forced loans, and collected his mixed forces, and, on the arrival of the American steamer *Coton* with arms and ammunition for the Columbian authorities, demanded delivery of these munitions. These were refused by the officers of the Pacific Mail Co., whereupon Preston imprisoned them, and wrote to Commander Kape, of the American man-of-war *Galicia*, that if a marine were landed, these officers would be shot, unless the munitions were delivered. Ultimately he carried his point, the U.S. Consul giving in under threat of death, and he then retired to the town, taking with him some of the unfortunate officers. Subsequently he had an engagement with troops from Panama, in which he was defeated. On the 30th, a battle occurred in the town itself, and the following extract from the telegram, will give an idea of the lively nature of the disturbances:—

“About noon on the 30th, men from Panama, numbering some one hundred and twenty, advanced upon the town and a heavy fire ensued. The scene in the town began description. Bullets were flying in all directions, and the terrified populace, abandoning homes and fortresses, were seeking safety in flight. The town was entirely constructed of wood and the bullet passed through the houses as if they had been pasteboard. When defeat became certain to Preston the fire commenced.

Directly one fire started a dozen were seen in different directions. A strong wind was blowing and a pandemic of fire, robbery, shooting and misery ensued. All who were captured in the recent attack on the town were despatched by the Consul. The report has been confirmed.

April 20.—The British Government has

threw water on the flames till they were extinguished. A large number of houses were pulled down around the scene of the fire, and it was only by this means that it was checked and confined to the space burned down. The fire continued burning brightly all Wednesday, Wednesday night and Thursday, but was eventually got under on Thursday evening. How it originated is a mystery. The damage done is great. Messrs Grassi Bros.’ premises alone being valued at \$140,000.

20th May, 1885.

As far as can be ascertained at present there have been nine lives lost (natives) through the fire at Messrs Grassi’s Saw Mill, but it is expected there will be more bodies recovered as the work of clearing the débris continues.

It is the intention of Messrs Grassi to commence business again as soon as possible, especially as they have a large contract on hand, to erect a grand palace for the Queen of Siam.

ACCIDENT TO THE “HECLA.”

The S. S. *Sirry Wren* arrived here on the 18th from Singapore, bringing the Chief Officer and four of the crew of the *Hecla*. The *Hecla*, having picked them up in a boat at sea some distance from here on their way to this port for assistance.

It appears from the report of the Chief Officer that the *Hecla* on her way from Singapore, when about midway, had the misfortune to break her propeller shaft and lose her propeller, after which accident she was allowed to drift to shallow water and then anchored, to wait for assistance.

The *Hecla* was despatched to report the affair, and obtain assistance as soon as possible.

AN AMERICAN SHIP ON FIRE.

It is reported to-day in town that a large American ship from New York, having on board a cargo of 35,000 cases of kerosene for this port, presently lying at the bar to be lightened, has taken fire and is burning furiously.

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FOR SALE.

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" FALCONER & Co.
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ASPECTS,
BY ERNEST J. EITEL, PH.D., TURIN,
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REVISED, WITH ADDITIONS.

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Hongkong, August 20, 1884. 1308

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